



2007 San Joaquin Valley Air Quality Symposium: Taking the Fast Track

Green Fleets for Government Agencies

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The Plans...

- District's 2007 Ozone Plan – April 2007
 - “No stone left unturned”
 - Additional stationary source reductions
 - Relies heavily on mobile reductions
(responsibility of state and federal gov'ts)
 - Counted all reductions allowed by EPA
- District's Fast-Track Action Plan – June
 - Reductions EPA can't consider in ozone plan
 - Incentives for early mobile reductions



Government Fleets

- Government fleets include anything on wheels!
 - Truck cabs and cranes
 - Street sweepers, garbage trucks
 - Bulldozers, other earthmovers
 - Utility trucks and vans
 - Forklifts, tractors
 - Cars and pickups
 - Gas-powered carts and scooters



What are Green Fleets?

To be green fleets:

- Replace vehicles earlier than normal
 - New 2007 engine is 80% cleaner than average
 - New 2010 engine is 80% cleaner than 2007!
 - Normal turnover: 8-12 years
- Replace or retrofit with cleaner than normal
 - New diesel engines
 - Electric and hybrid light duty
 - Compressed Natural Gas (CNG)
 - Exhaust Controls (catalyst, etc.)



A rough estimate...

- Air Quality Footprint of Government Fleets in the San Joaquin Valley
 - Using partial data, extrapolating over entire valley...
 - Perhaps 40-50 tons of NO_x/day
 - Compare to valley-wide mobile source NO_x inventory: 500 tons/day
 - Need a more accurate inventory before we can decide the best approaches



Green Fleets

- Next steps:
 - Upcoming survey – 10/07
 - Establish valley-wide footprint – 12/07
 - Meet with governmental fleet managers – early 2008
 - Develop targeted incentives for early emissions reductions from government fleets
 - Hold public hearings on incentive proposals, adopt and implement program



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More info at District Website:

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